



Hillsborough Street

City Council Meeting

February 6, 2007 (Revised 2./7/07)



Participants



Department of City Planning

Mitchell Silver

Ken Bowers

Dan Douglas

Elizabeth Alley

Carter Pettibone

Allison Decker

Department of Public Works

Carl Dawson

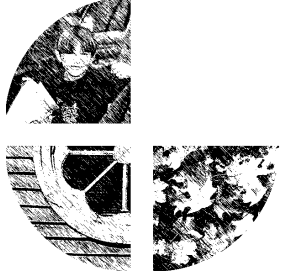
Michael Kennon

Eric Lamb

Downtown Raleigh Alliance

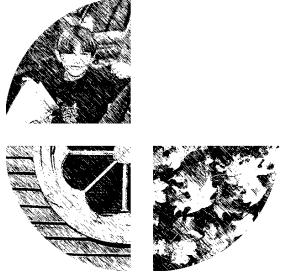
Nancy Hormann

Our charge



- Not to replace the Partnership plan...
- ...but to serve as a complement to past planning
- Strengthen link to economic development
- Identify opportunity sites
- Involve institutional and property stakeholders
- Identify complementary actions necessary to spark revitalization

Our focus



- Community vision
- Safety
- Economic viability and sustainability
- Traffic mobility
- Cost effectiveness
- Future adaptability

Immediate recommendation

- Proceed with a modified version of Option B—the Pullen/Oberlin roundabout option



Support for community goals



- As identified in 1999 Charrette and 2001 Feasibility Plan:
 - Create a “Great Street” and great public realm
 - Enhance Hillsborough Street as a year-round destination
 - Reduce the frequency and severity of vehicular crashes

Safety

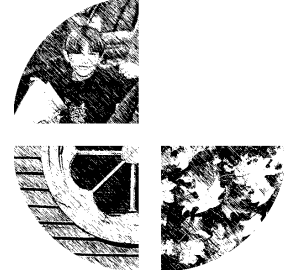
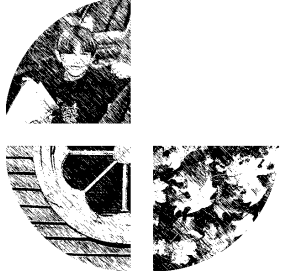


Table 2
Safety Benefits with Planned Improvements*

Hillsborough St. Corridor	Rear End	Left Turn	Side-Swipe	Right Angle	Pedestrian	Other	Total
Total without Improvements	323	88	96	100	16	96	719
Reduction with Improvements	-35	-88	-77	-80	0	0	-280
Percent Improvement	10%	100%	80%	80%	0%	0%	39%

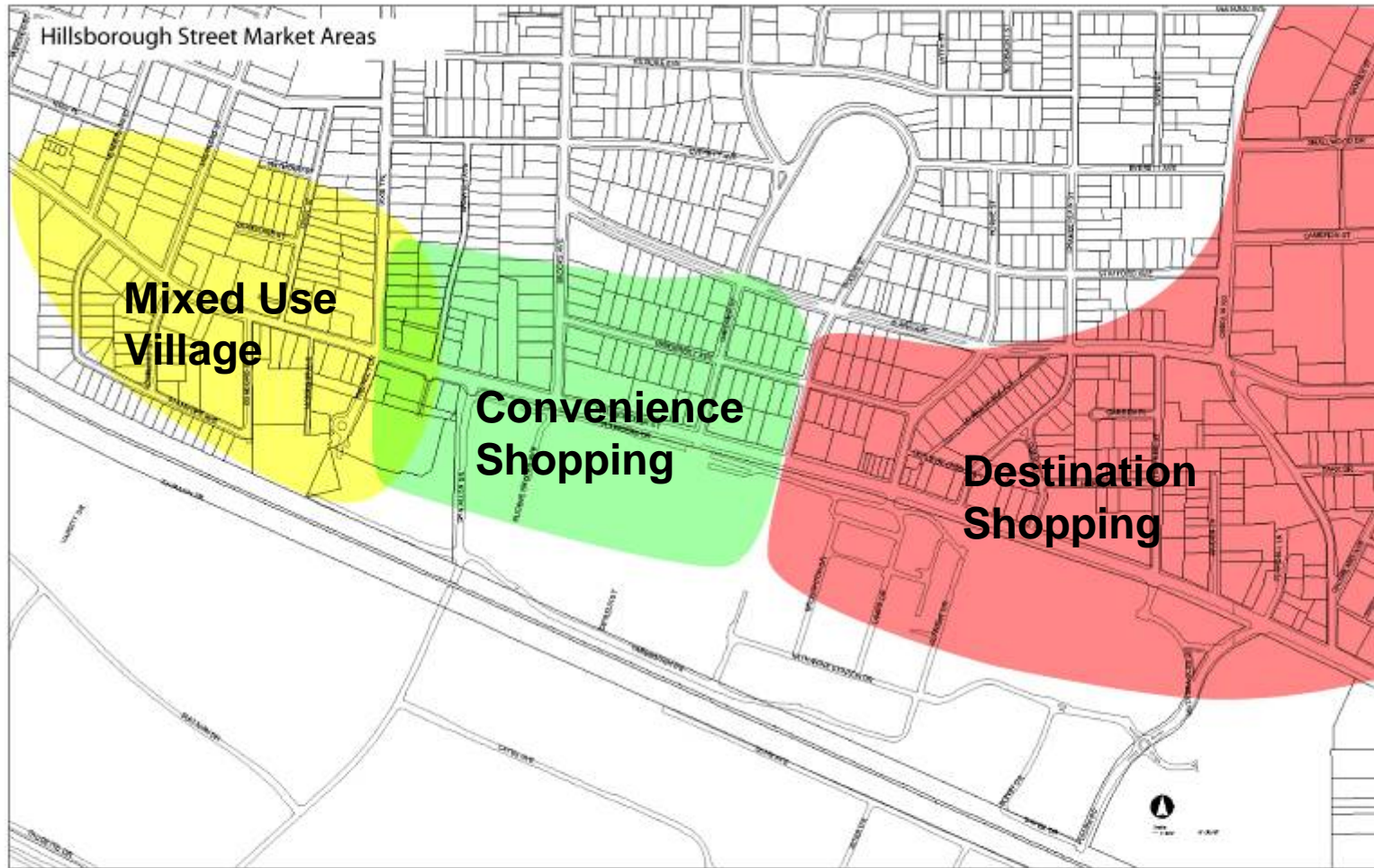
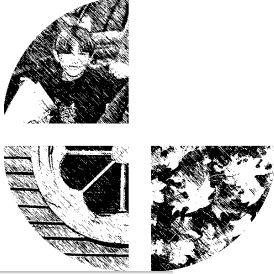
* Based on 3 years of crash history (January 1998 - December 2000). Benefits are estimated based on empirical study published by the Insurance Institute for Highway Safety, May 2000.

Market support



- Students, NCSU workers, close-in residents, destination shoppers
- \$55 million in immediate spending power—insufficient for 250,000+ SF of retail
- Increase capture rate—higher quality convenience retail, casual food
- Increase trade area—destination boutique retail, restaurants, nightlife
- Increase trade area population—opportunity sites for housing/mixed use
- Parking, parking, parking

Market areas



Market areas



Destination Shopping

- Dining, specialty shopping, arts & culture
- Leverage Cameron Village, Pullen Arts Center and Raleigh Little Theater

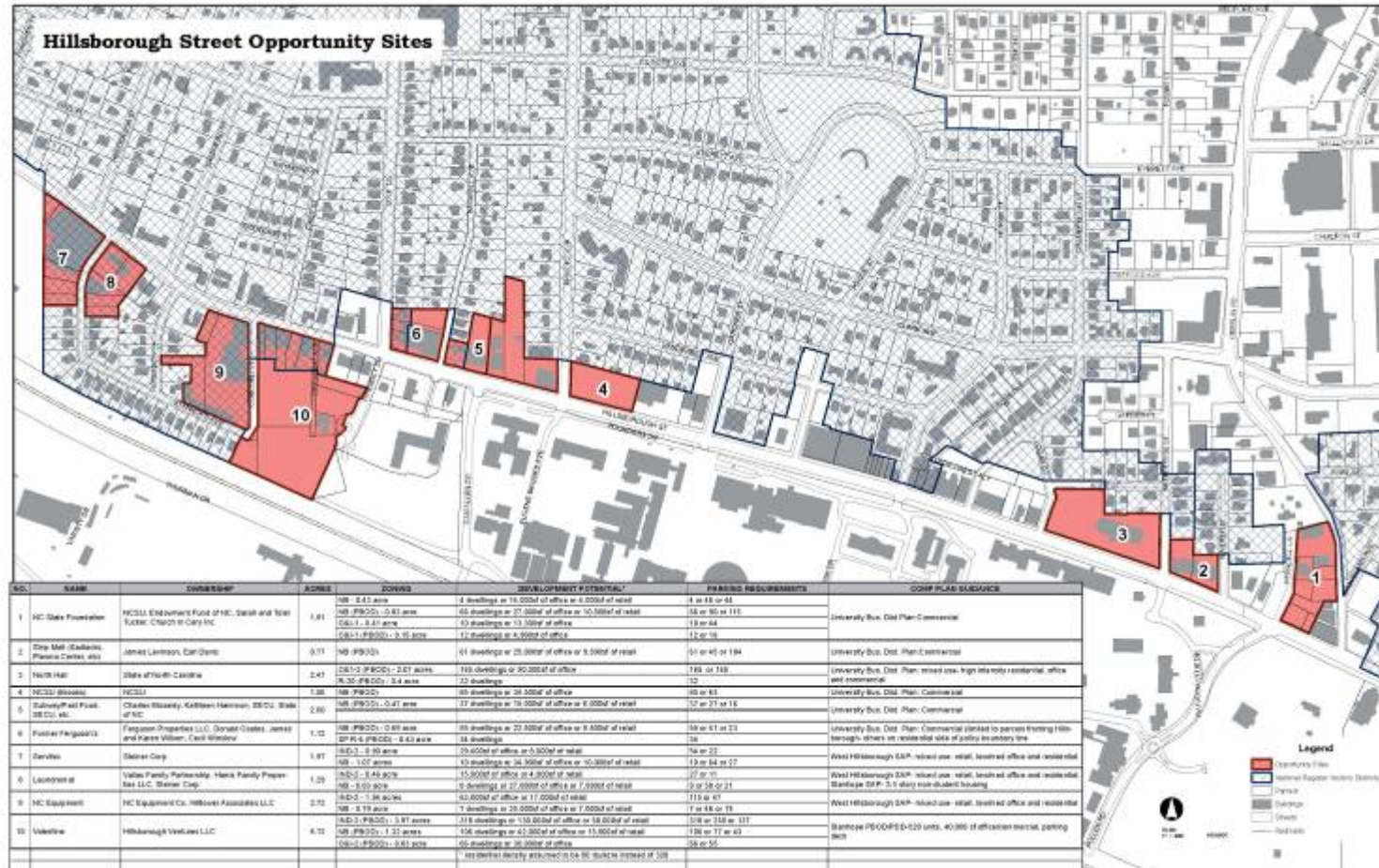
Convenience Shopping

- Drug store, hardware store

Mixed Use Village

- Student focused
- Entertainment, night life, trendy retail, café culture

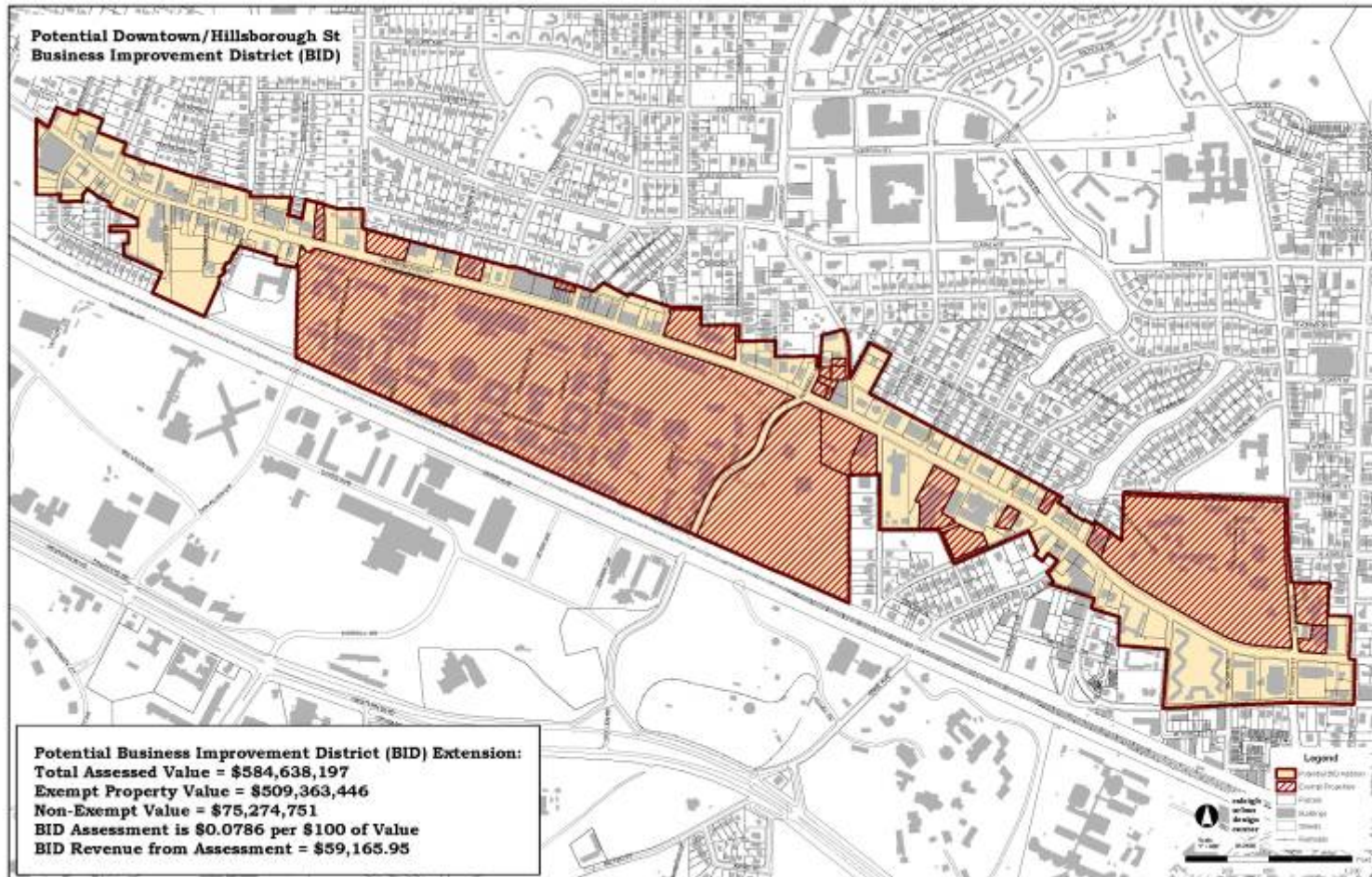
Opportunity sites



University Site Visits



Business Improvement District



Future considerations



- Pedestrian safety & comfort
- Next roundabout(s)
- Light rail/trolley

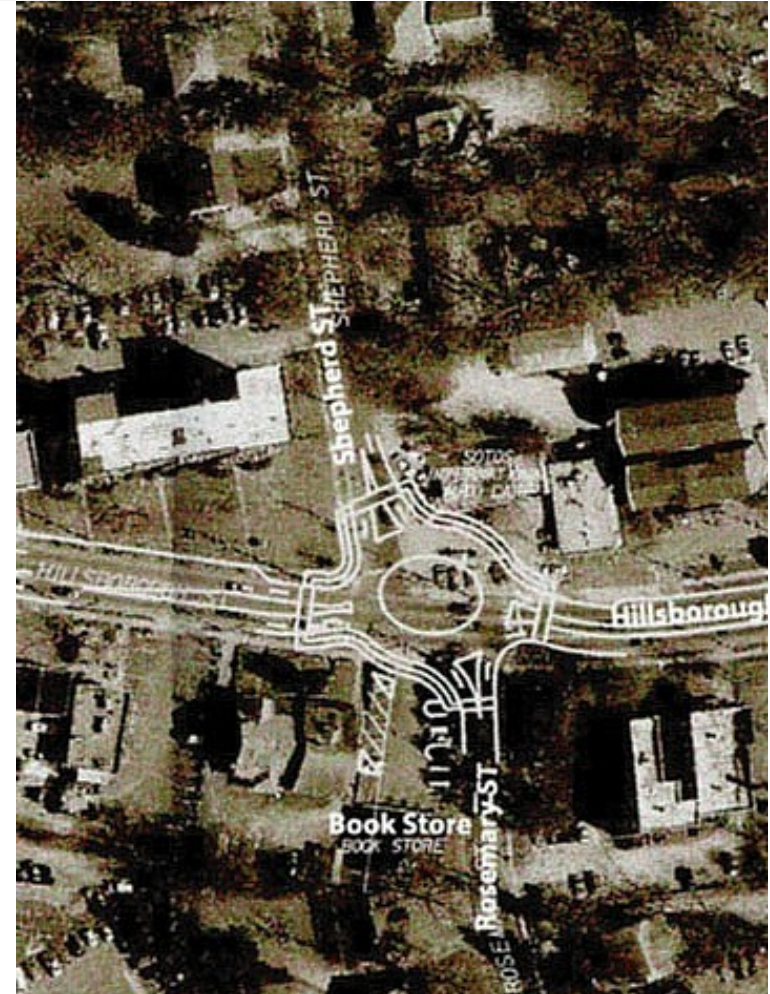
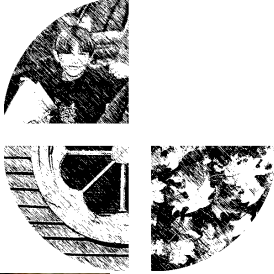




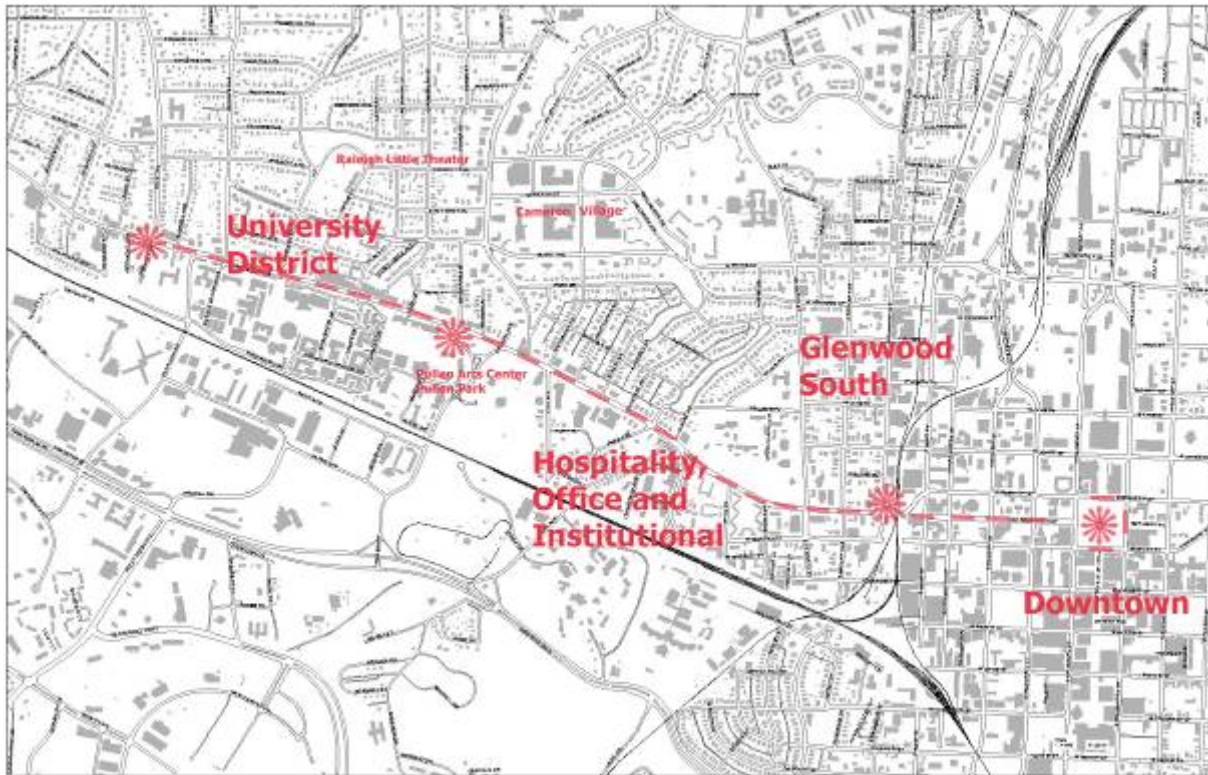
A proliferation of curb cuts



Rosemary/Shepard roundabout



Light rail/trolley



Portland



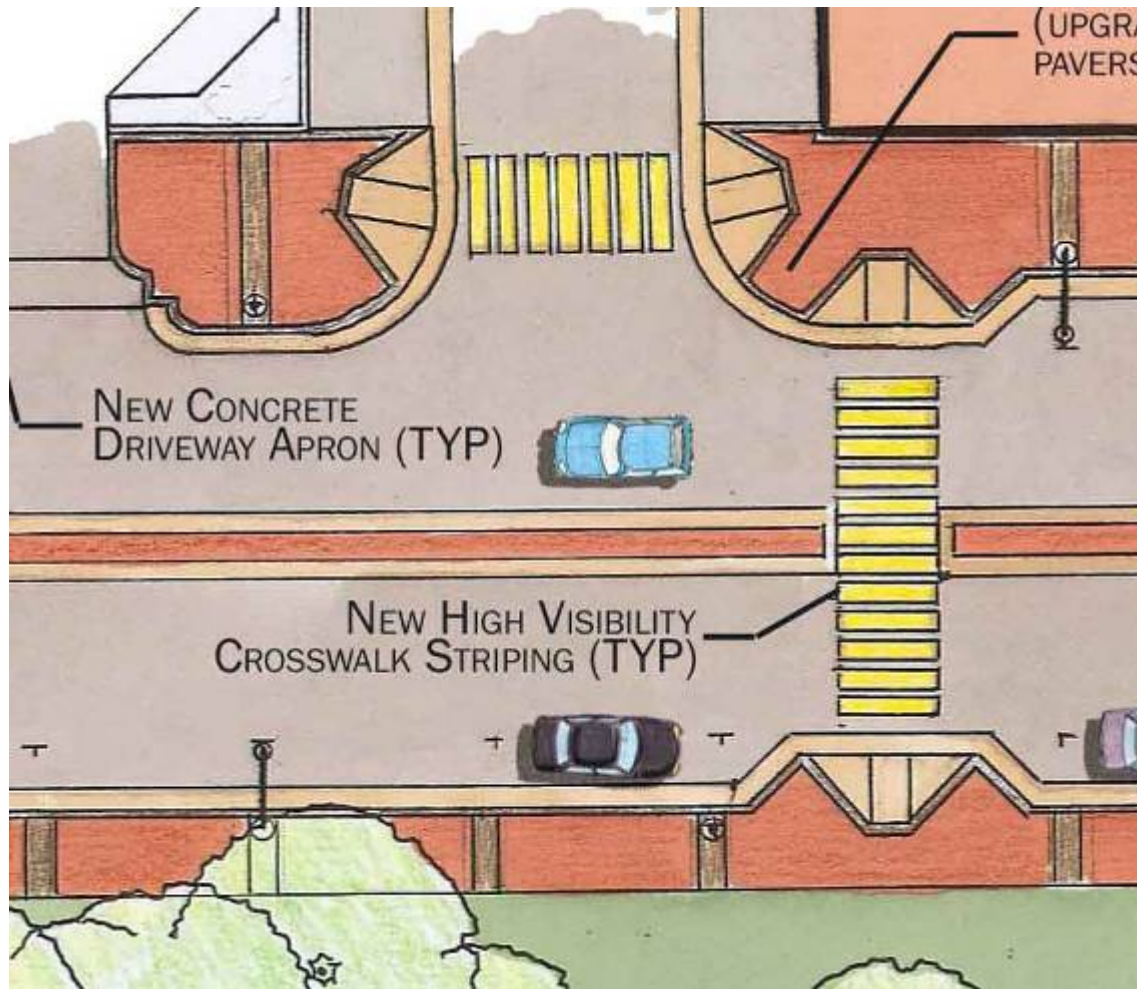
San Fran



Evaluated 5 options

1. Option A: Logan/Horne
2. Option B: Pullen/Oberlin
3. Option H1: 3 lane section w/o roundabouts and w/o median
4. Option H2: 3 lane section w/o roundabouts and with median
5. Option H3: Option B roundabouts, 3 lane section, at grade median, bump outs, wider crosswalk

Improved pedestrian crossings



Benefits of this approach



- Supports community's vision *and* property owner concerns
- Provides same level of safety
- Better ensures economic viability and sustainability
- Provides an acceptable level of traffic mobility
- Leverages public investment
- Lends itself to future adaptability